

PROJECT 10073 RECORD CARD

1. DATE 29 Oct 52		LOCATION LONG ISLAND N Y		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon	
2. DATE-TIME GROUP Local 29/0510 EST GMT 29/1010 Z		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	
3. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. SOURCE 2 AF Pilots		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical	
7. LENGTH OF OBSERVATION 20 min		8. NUMBER OF OBJECTS 1		9. COURSE <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
10. BRIEF SUMMARY OF SIGHTING Dark object with bright light pursued by two F9A a/c on training flight. Object maneuvered as normal jet a/c except for rate of climb and speed. A/I radar was inoperative.			11. COMMENTS 1. Light was seen 3 hrs and 50 min after a scheduled rawin release from Mitchell AFB. Object performs tight orbits, rises rapidly upward and disappears, acts like a balloon. Possibility that it can be attributed to unscheduled balloon release from Mitchell AFB.		

/ ONLY 6X12 ACETATE
TRANSPARENCY ATTACHED TO
A MAP SHOWING ROUTE
OF UFO SIGHTED NEAR
LONG ISLAND, NY

UNCLASSIFIED

UNIDENTIFIED OBJECT: →
(INITIAL HEADING - 090° (APPROX.))

ROUTE OF RANDALL F-99A: →
(HEADING AT VISUAL CONTACT:
270°)

COMBINED ROUTES DURING
PERIOD OF CONTACT

++++



RECEIVED BY
J. J. J. J. J.
J. J. J. J. J.
J. J. J. J. J.

WAC NO. 310
(HOUSON 3A)

JOE EDITION

REVISED, JUN 52

(310) HUDSON RIVER

ELEVATIONS IN FEET

GJ

(Joins 264) 77° (Joins 263)

12°

0°W

76°30'Q

GJ 13°W 75°A

44°

(Joins 309)

11°W

50

40

30

20

10°W

20

30

40

50

60

70

80

90

100

110

120

130

140

150

160

170

180

190

200

210

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980

990

1000

1010

1020

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1040

1050

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1070

1080

1090

1100

1110

1120

1130

1140

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1170

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1200

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2900

2910

2920

2930

2940

2950

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2990

3000

3010

3020

3030

3040

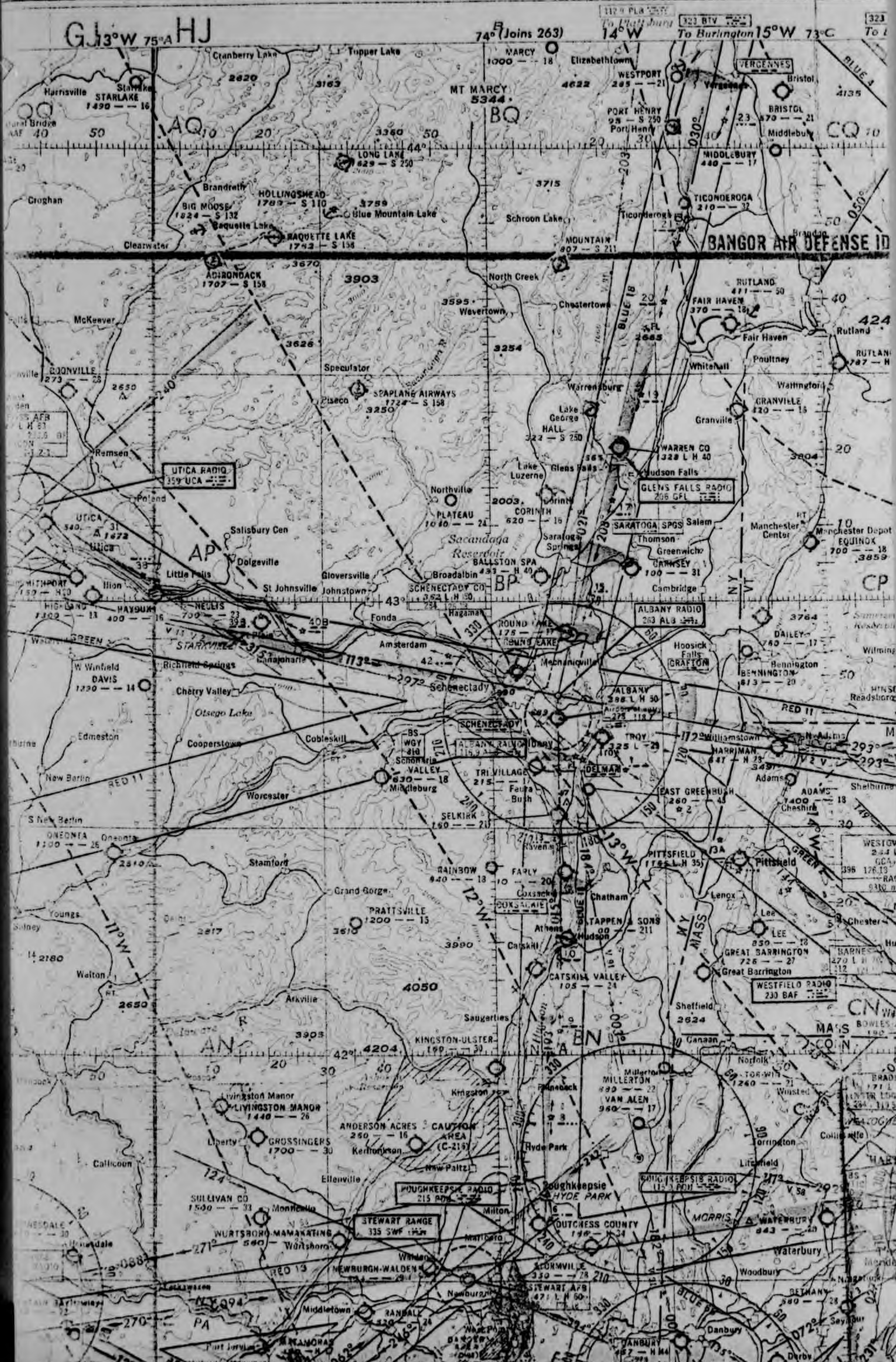
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3060

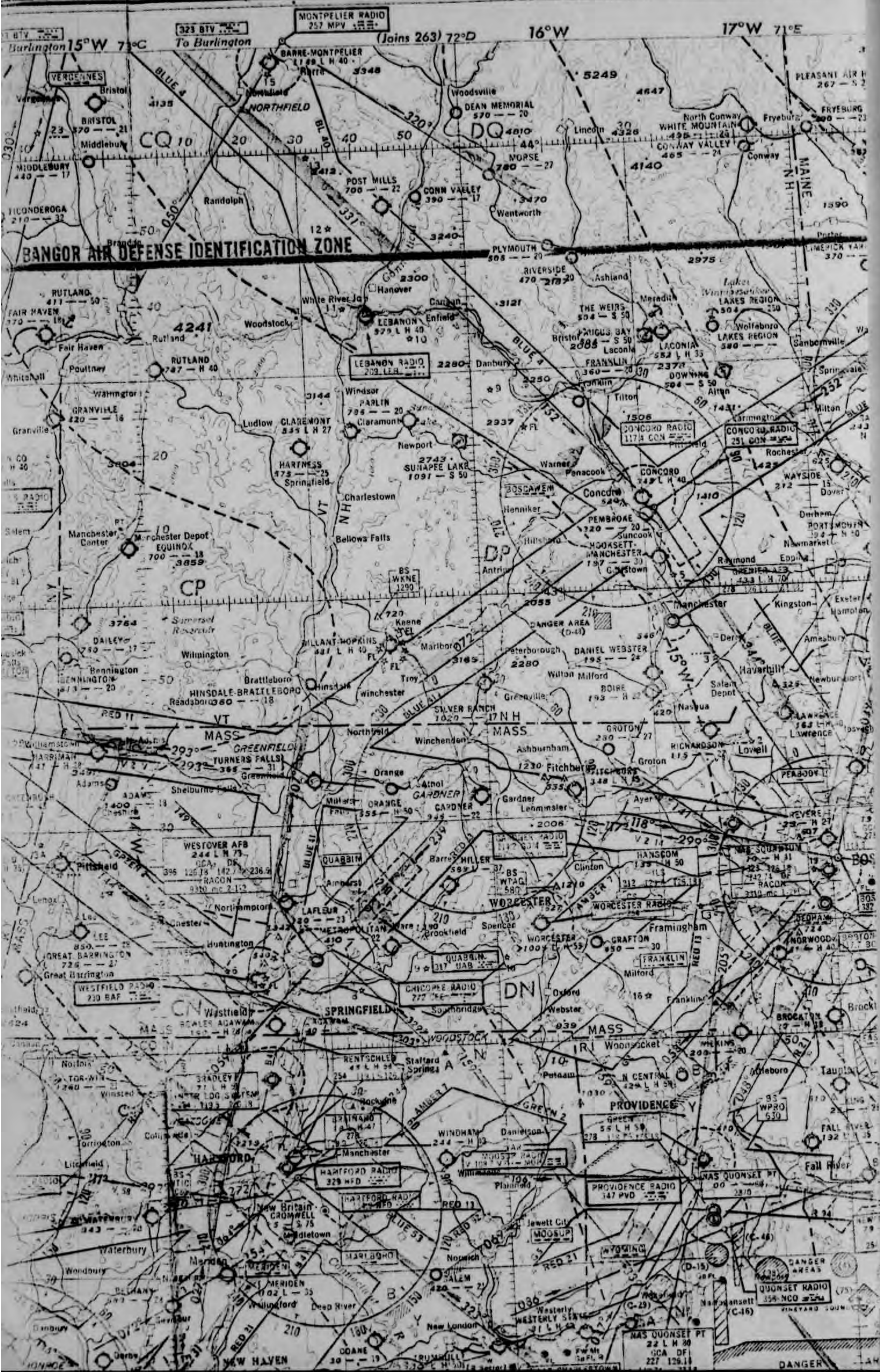
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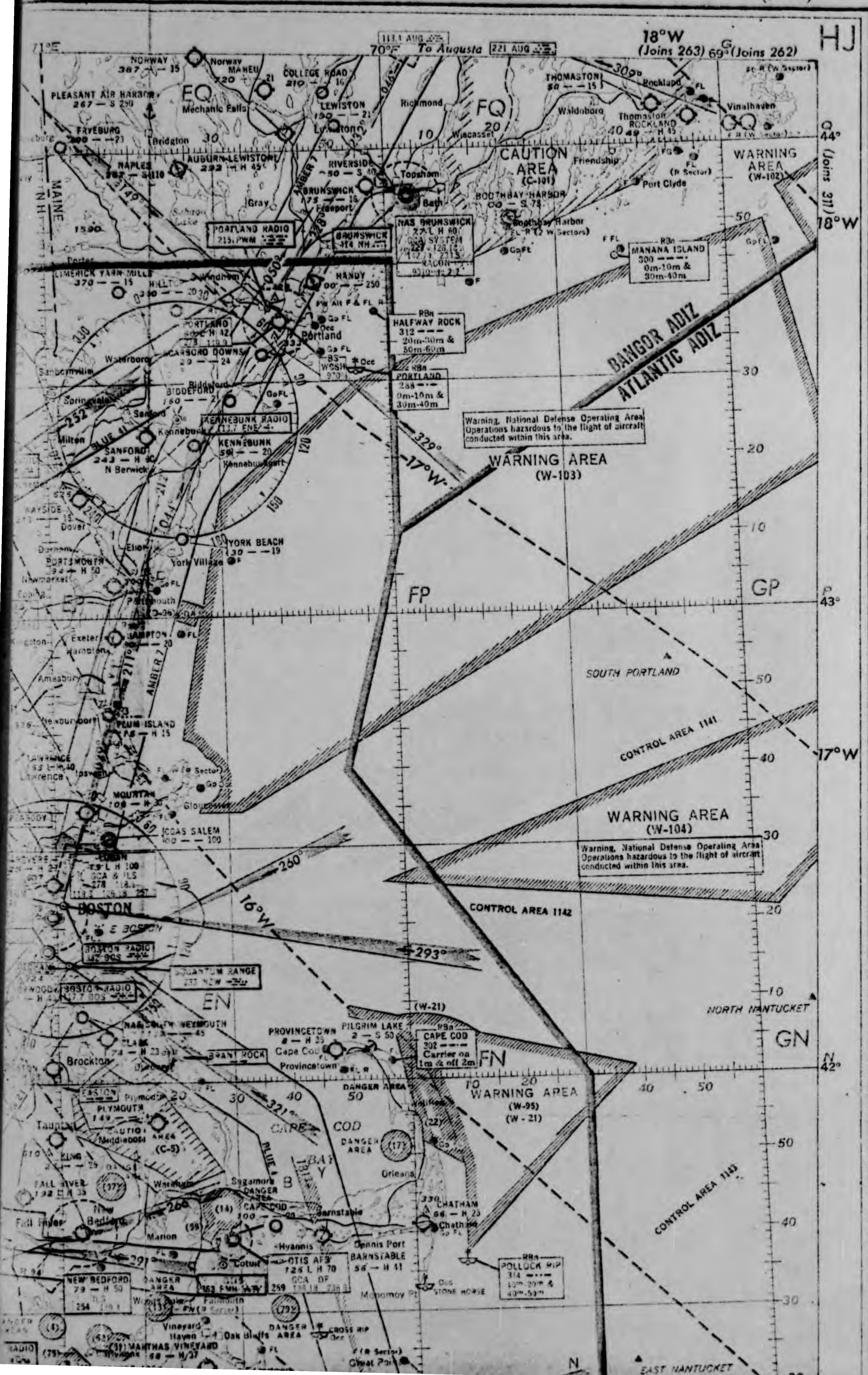
3080

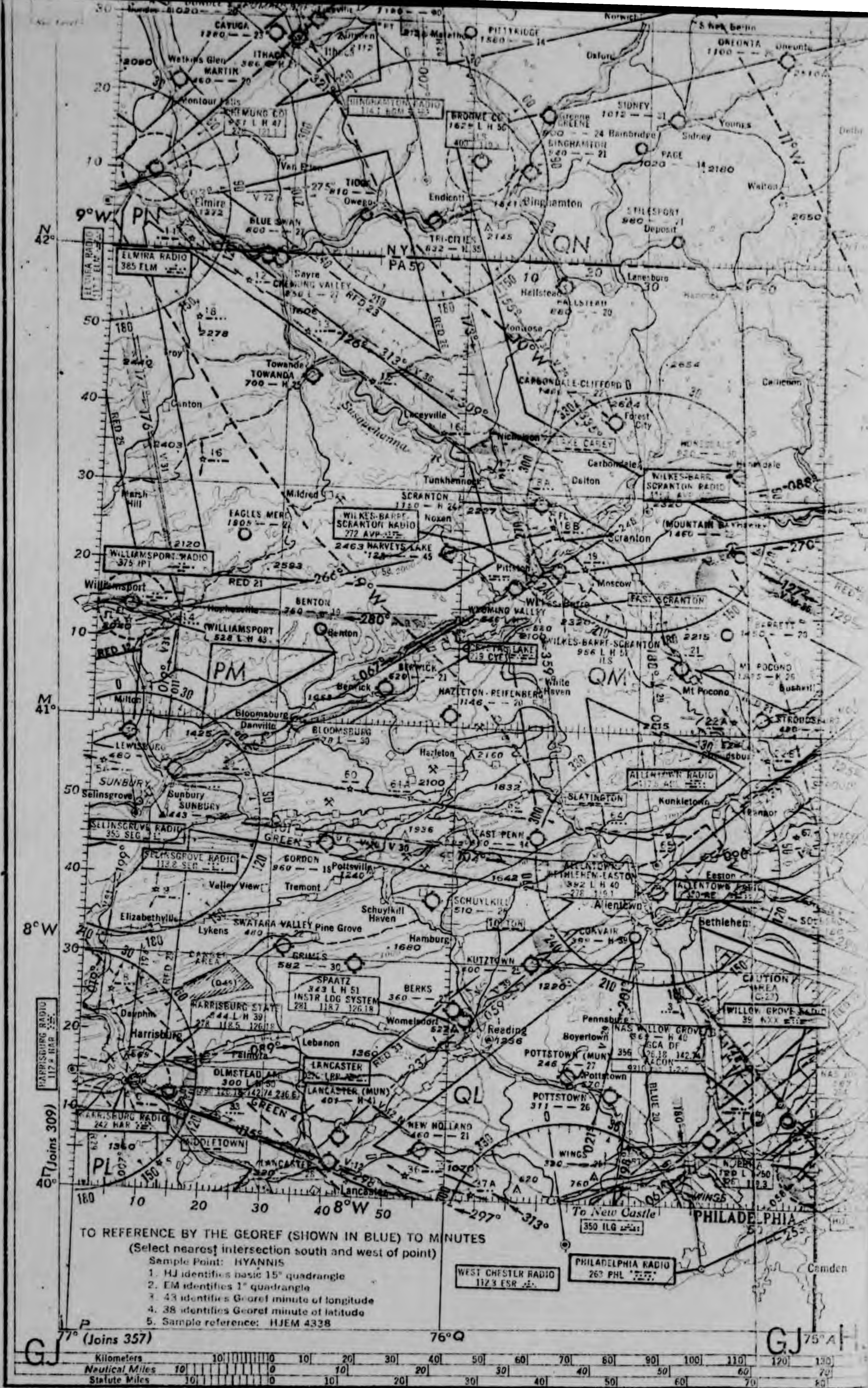
3090



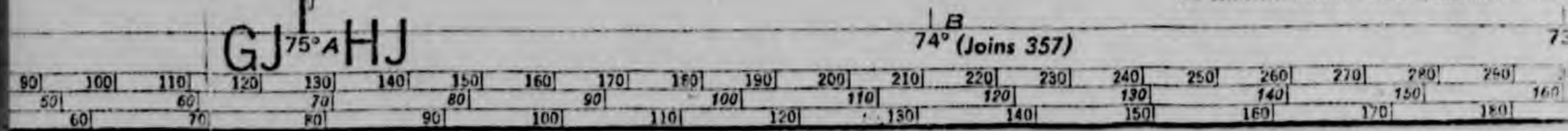
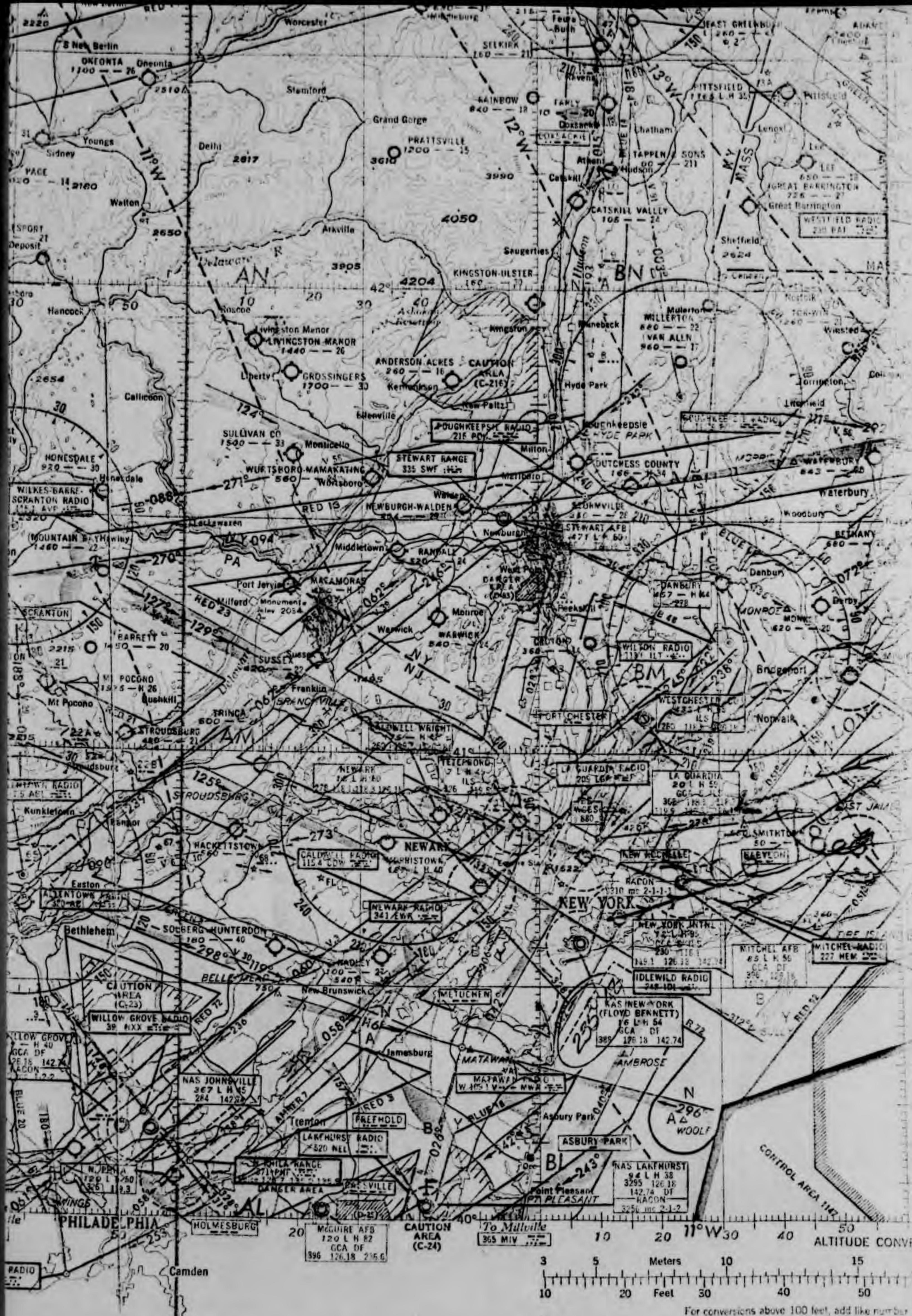
For ICAO numbers, add 2000 to the chart number.

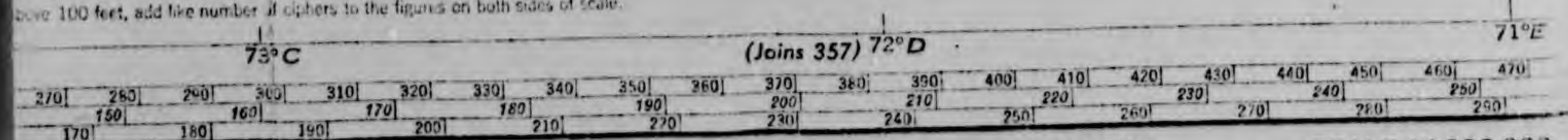
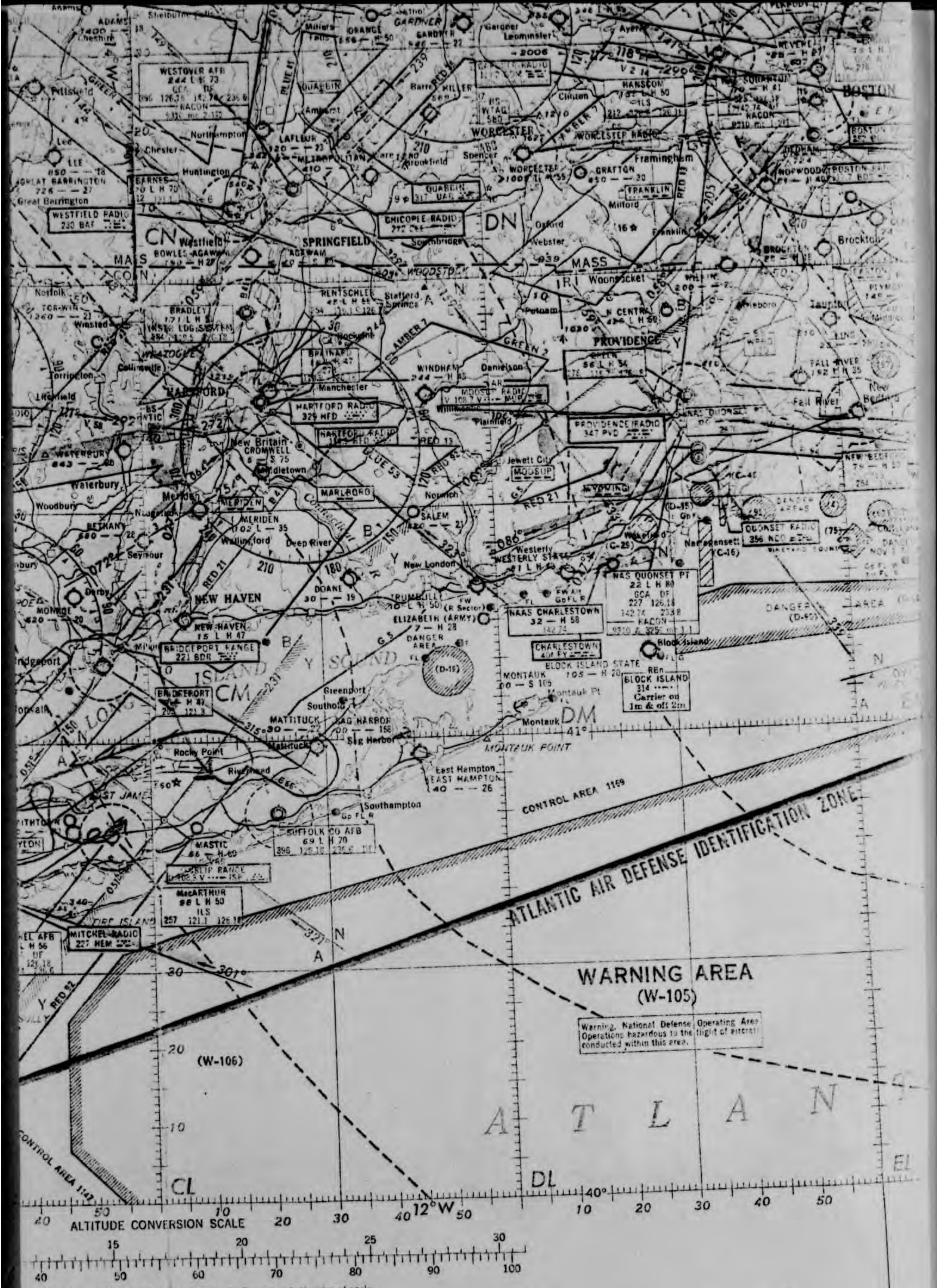






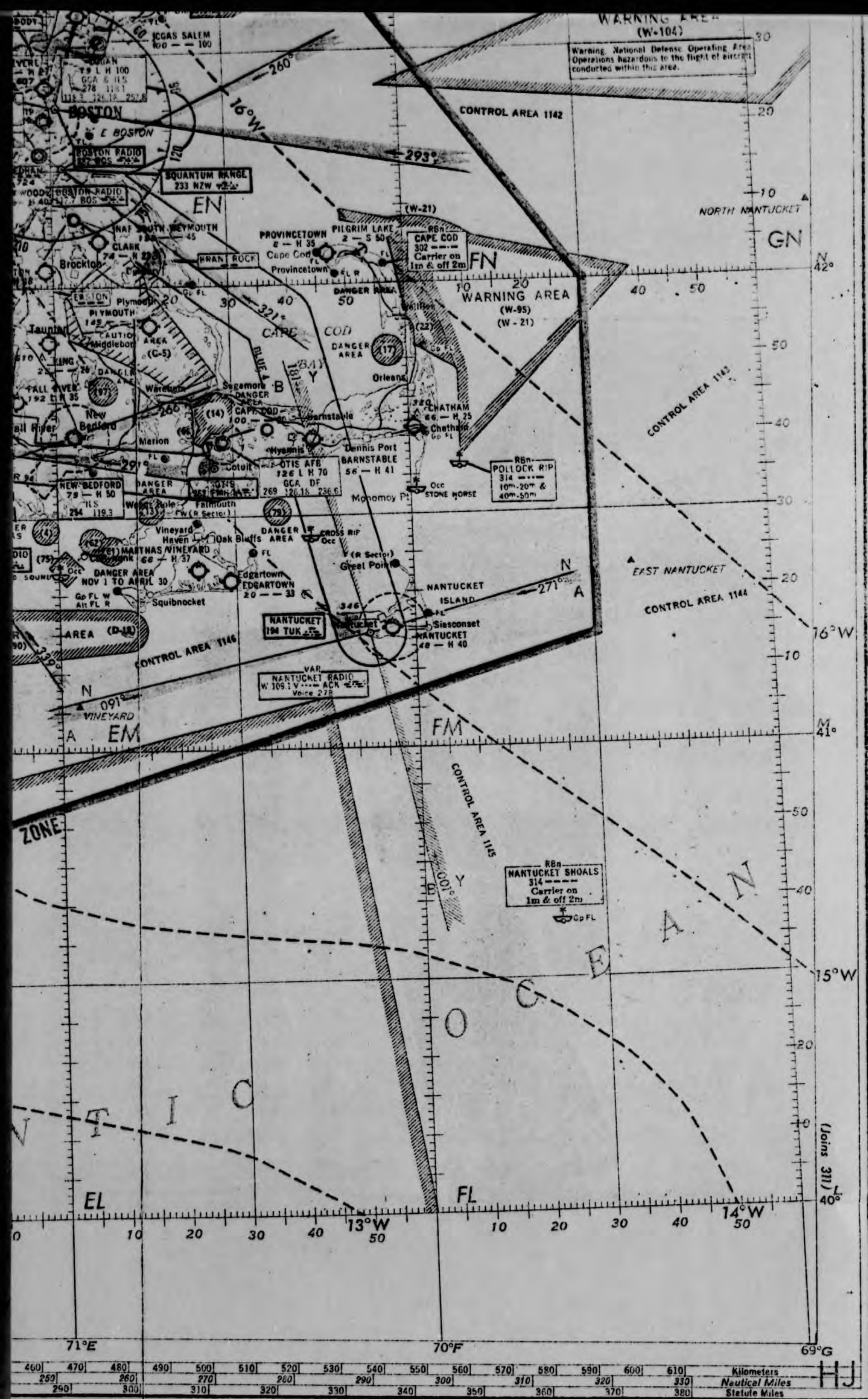
TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES
(Select nearest intersection south and west of point)
Sample Point: HYANNIS
1. HJ identifies basic 15° quadrangle
2. EM identifies 1° quadrangle
3. 43 identifies Georef minute of longitude
4. 38 identifies Georef minute of latitude
5. Sample reference: HJEM 4338





NOTE: It is requested that users of this chart indicate corrections and additions which come to their attention and notify
"THE DIRECTOR, U.S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D. C."

SCALE 1:1,000,000
Date of magnetic information 19
GEOREF 152



AF FORM 118-1
JUNE 1947

(CLASSIFICATION)

COUNTRY U.S.A.		REPORT NO. UNCLASSIFIED IR-3-552	(LEAVE BLANK)
SUBJECT FLYOBREP			
AREA REPORTED ON Long Island, New York		FROM (Agency) 5th Ftr-Intcp Sq., McGuire AFB, Trenton, NJ	
DATE OF REPORT 9 January 1953	DATE OF INFORMATION 29 October 1952	EVALUATION A-3	
PREPARED BY (Officer) 2nd Lt James B. Donnelly		SOURCE 1st Lt David H. Goodnough., Pilot 2nd Lt Doyle C. Williams., R.O. 1st Lt William F. Hamilton., Pilot. 2nd Lt Norman Booth., R.O.	
REFERENCES (Control number, directive, previous report, etc., as applicable) (Local Training Flight) Radio Contact: 773 ACW Sq. Montauk, New York			
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 118-Part II.)			

The following Flying Object Report contains statements by:

DAVID H. GOODNOUGH., 1st Lt., USAF., AO1909583., Pilot
DOYLE C. WILLIAMS., 2nd Lt., USAF., AO2223113., Radar Observer
WILLIAM F. HAMILTON., 1st Lt., USAF., AO1897295., Pilot
NORMAN W. BOOTH., 2nd Lt., USAF., AO2223480., Radar Observer

It is believed that this report is based on reliable and verifiable observations.

APPROVED:

William B. Holmes
WILLIAM B. HOLMES
Capt., USAF
Wing Intelligence Officer

1 INCL

Map and overlay

DISTRIBUTION BY ORIGINATOR

Through Channels to:

- Director of Intelligence, Headquarters USAF, Washington 25, D.C.
- Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED

0451 023101

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
5th Ftr-Intop Sq, McGAFB, N.J.	IR-3-53E	2	3	

1. The following joint statement was made by Lieutenants William F. Hamilton and Norman W. Booth:

"At approximately 1010 Zebra on 29 October 1952 while on a local Training flight of two (2) F-94A at 28,000 feet over Hempstead, Long Island and on a heading of 270 degrees, I sighted a white light moving in the opposite direction at the same altitude and first thought it to be another F-94A because Pinkerton was working intercepts with F-94's in the area. I was number 2 in the flight and the flight leader advised that he was advancing to 100% power and started a hard port turn. At this time I immediately dropped back to trail position and the radar observer locked on to the lead plane. We continued the port turn and the object seemed to start turning inside of our turn and then started to climb. At this time the flight leader attempted to light afterburner with no success. We continued this hard port turn for approximately 20 minutes keeping the light in sight as it climbed until the light faded out of sight. I was in such a hard port turn that I had to use flaps to keep the plane from stalling".

2. The following statement was made by Lieutenant David H. Goodnough with the cooperation of Lieutenant Doyle C. Williams:

"Based on my experience in fighter tactics and maneuverability of fighter type aircraft it is my opinion that the object was controlled by something having visual contact with our aircraft. The power and acceleration abilities were beyond the capabilities of any known United States aircraft. However the performance was not outside the limits of human endurance. If the object had been any type of conventional aircraft I believe we would have easily overtaken it during the first 360 degrees turn. During the first turn I gained about 2000 feet while the object gained at least 5000 feet and was turning at our rate and I believe that if it had stayed with us it could easily have turned inside of us on the second turn. Our G forces on the first turn were 3 to 4. At 30,000 feet an F-94A without afterburner can climb at a maximum continuous rate of 1,500 feet per minute. In a tight turn at this altitude the rate of climb is zero. The capabilities of the object were at no time outside the realm of reason. In other words if a conventional aircraft had the power plant it could easily, with a human being directing it, have performed as this object did. The object went out of sight directly above us after about 20 minutes of observation. It did not remain in a tight turn during the visual contact. At one time it steered a course approximately towards Bridgeport, Conn. from the area of Suffolk County Air Force Base. It then turned around and came back almost above us. This object was definitely not a balloon or star and was moving in a horizontal plane heading of 090 degrees when we encountered it".

3. The object was sighted at 1010 Zebra, 29 October 1952, and was observed for at least 20 minutes. Visual sighting was by two (2) F-94A aircraft which were on a local training flight at 28,000 feet over Hempstead, Long Island. There was no radar contact by either the observing aircraft or by GCI because of malfunctioning radar sets even though the aircraft were heading straight toward the object when it was first sighted. The object disappeared southeast of Long Island. No determination of size or shape was possible because the observing aircraft could not close the distance between the object and them. Radio contact was maintained throughout the chase with GCI. (Pinkerton - 773d AC&W Unit). Lt. Goodnough, who was the first to sight the object, has 1200 hours total flying time including Korean combat service. The other observers are relatively new pilot and radar observers.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

16-55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
5th Ftr-Intep Sq, McGAFB, N.J.	IR-3-53B	3	3	3

The weather was ceiling and visibility unlimited and the stars were out. "The position of Venus at 1010 Zebra was local hour angle 226 degrees 12 minutes - declination south 22 degrees 58 minutes." This information was taken from the Air Almanac.

James B. Donnelly

JAMES B. DONNELLY
2nd Lt., USAF
Intelligence Officer

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RA004

WPC004

YDB002

TYB275

TDC218

CBA002

TMB124

JEPME 47

PP JEDEN JEDWP JEPNB JEPHQ 444

DE JEPME 22

P 292115Z ZNJ

FM CO INTELL OFF 5TH FTR INTCP SQDN MCGUIRE AFB TRENTON NJ

TO JEDEN/CG-ENT AFB COLO SPRINGS COLO

JEDWP/AIR TECH INTELL CEN WRIGHT-PAT AFB OHIO

JEPHQ/DIR INTELL HQS USAF WASH 25 DC

INFO JEPNB/CG EADF STEWART AFB NEWBURGH NY

ZEN/CG 4709TH DEF WG MCGUIRE AFB TRENTON NJ

[REDACTED] /5FS10247C FLYOBRPT PD IAW AFL TWO ZERO ZERO
DASH FIVE TWO NINE APR FIVE TWO FLG RPT IS SBMTD X PAR SEVEN DASH C
PAREN ONE PAREN FLYING OBJECT BRIGHT WHITE LIGHT PD AT ONE PT PILOT
AND RO WERE UNDER LIGHT AND SPOTTED DARK OBJECT AGAINST STARS BUT
COULD NOT DISCERN SHAPE OF OBJECT PD MANNER OF DISAPPERANCE X OBJECT
CLIMBED CMA LEVELED OFF CMA ORBITED BACK AND FORTH A FEW TIMES AND
THEN CLIMBED OUT OF SIGHT PAREN LIGHT FADED OUT OF SIGHT PAREN PD NO
EXHAUST OR FEATURES ETC NOTED PD RATE OF CLOSURE OF OBJECT SAME AS
NORMAL JET ACFT AS IT APPROACHED BUT SPEED INCREASED GREATLY AS CHASE
WAS GIVEN PD RATE OF CLIMB PHENOMENAL CONSIDER G TIGHT ORBIT OF

30 OCT 52 08 43
ACTION INFOR. INFOR.

UNCLASSIFIED

ACTION

ACTION

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ACTION

21 00
60 502

3 hrs 50 min

PAGE TWO JEPME 22

OBJECT AND OBSERVING FLT PD ACFT COULD NOT LIGHT AFTBURNER AT TWO EIGHT ANGELS AND COULD NOT CLOSE ON OBJECT WHICH CONTD TO CLIMB IN ORBIT PD PAREN TWO PAREN OBJECT SIGHTED AT ONE ZERO ONE ZERO ZULU TWO NINE OCT FIVE TWO PD LENTGH OF TIME OBSERVED TWO ZERO MINUTES PD PAREN THREE PAREN VISUAL OBSV BY CREWS OF TWO/FOXTROT NINE ALPHA/ACFT ON LOCAL TRNG FLT AT TWO EIGHT ANGELS PD RADAR OF ACFT INOP X NO RADAR CONTACT BY GCI DURING SIGHTING PD PAREN FOUR PAREN SIGHTINGS OVER HEMPSTEAD LONG ISLAND X OBJECT AT SAME ALT MOVING HEADON AT ACFT X ACFT ON HEADING OF TWO SEVEN ZERO DEGR X OBJECT DISAAPPEARED SE OF SUFFOLK AFB LONG ISLAND X CHASE NEVER LEFT LONG ISLAND AREA X NO DETERMINATION OF SIZE OR DISTANCE POSSIBLE PD PAREN FIVE PAREN LT DAVID H. GOODNOUGH MOST OBSERVANT OF OBSVING CREWS HAS ONE TWO ZERO ZERO HRS TOTAL FLY TIME INCL KOREAN CMBAT SERVICE X OTHER OBSVING CREWS ARE RELATIVELY NEW PILOT AND RO'S PD PAREN SIX PAREN WEATHER CAVU X STARS OUT PD PAREN SEVEN PAREN POSITION OF VENUS AT ONE ZERO ONE ZERO ZULU WAS LOCAL HR ANGLE TWO TWO SIX DEGR ONE TWO MIN X DECLINATION SOUTH TWO TWO DEGR FIVE EIGHT MIN X INFO TAKEN FROM AIR ALMANAC PAREN EIGHT PAREN NEGATIVE PAREN NINE PAREN SEVERAL ATTEMPTS AT INTCP BY OBSVING ACFT PD PAREN TEN PAREN NEGATIVE PD

29/2213Z OCT JEPME

Wind from 3,000 to 10,000 ft
from 330°

ACTION

objects heading
→ X

270

A/c's heading
90

cy #1

180

PROJECT 10073 WORKSHEET

0050

I. GENERAL

1. DATE <i>29 Oct '52</i>	2. LOCATION <i>Long Island, N.Y.</i>	3. TIME Local: <i>0550 EST</i> Zebra: <i>0050</i>
4. WAS OBJECT OBSERVED FROM THE GROUND? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> Naked Eye <input type="checkbox"/> Binoculars <input type="checkbox"/> Telescope <input type="checkbox"/> Theodolite		
5. WAS OBJECT OBSERVED BY GROUND RADAR? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<input type="checkbox"/> By One Set <input type="checkbox"/> By Two Sets <input type="checkbox"/> By Three Sets		
6. WAS OBJECT OBSERVED FROM THE AIR? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
<input checked="" type="checkbox"/> A/C Observed Object <input checked="" type="checkbox"/> Interception Attempted <input type="checkbox"/> No Intercept Attempted		
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<input type="checkbox"/> A/C Scrambled <input type="checkbox"/> Visual Contact Made <input type="checkbox"/> A/I Contact Made <input type="checkbox"/> No Contact Made		
8. DID OBJECT CHANGE DIRECTION AT ANY TIME? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<input type="checkbox"/> Normal <input type="checkbox"/> Violent		
9. IF OBJECT WAS A "LIGHT", WAS IT: <input type="checkbox"/> Blinking <input checked="" type="checkbox"/> Steady		
10. LENGTH OF TIME IN SIGHT: <input type="checkbox"/> 1-15 Seconds <input checked="" type="checkbox"/> 1-5 Minutes (2) <input type="checkbox"/> Over 10 Minutes		
11. REPORTING AGENCY (Unit Number and Mailing Address) <i>C.O. Intell. Office 5th FTR. Inter. from McGuire, AF 3</i> <i>Trenton, N.J.</i>		

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED? <i>No</i>		
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
14. DID OBJECT HAVE A TAIL?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
15. DID OBJECT APPEAR TO DISINTEGRATE?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)		
<input checked="" type="checkbox"/> Night		
<input type="checkbox"/> Day		
<input type="checkbox"/> Sunrise		
<input type="checkbox"/> Sunset		

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<input type="checkbox"/> One Aircraft	
<input type="checkbox"/> More Than One Aircraft	
18. WAS ANY SOUND HEARD?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
22. TIME SINCE SCHEDULED BALLOON RELEASE: <u>3 hrs + 50</u> Minutes						
23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:						
	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.	<u>Newport, L.I., N.Y.</u>	<u>rawin</u>	<u>AWs</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>white</u>
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

<p>21. EVALUATION OF SOURCE:</p> <p> <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Unreliable <input type="checkbox"/> Extremely Doubtful <input type="checkbox"/> Hoax </p>	<p>22. DETAILS OF REPORT:</p> <p> <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Insufficient to Evaluate </p>
<p>23. FINAL EVALUATION:</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p> <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft </p> </div> <div style="width: 48%;"> <p> <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other: _____ <input type="checkbox"/> Insufficient Data For Evaluation <input type="checkbox"/> Unknown </p> </div> </div>	
<p>24. COMMENTS:</p>	

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION <i>29 Oct '52</i>		2. TIME OF OBSERVATION <i>2100Z</i>		3. STATION OBSERVING <i>Mitchell AFB, Ind</i>	
4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000	<i>40</i>	<i>170°</i>	50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000	<i>40</i>	<i>330°</i>	75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		
5. WAS AN INVERSION LAYER NOTED? (If yes, at what altitude? _____)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
6. WERE ANY THUNDERSTORMS NOTED IN AREA? (If yes, at what quadrant? _____)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
7. CLOUD COVER:				8. VISIBILITY WAS	
_____ tenths at _____ feet.		_____ tenths at _____ feet.		_____ MILES.	
_____ tenths at _____ feet.		_____ tenths at _____ feet.			
9. COMMENTS:					
<i>Winds on 29 Oct '52 at Mitchell AFB generally from the west and north-west.</i>					